

# R.19-02-012 Workshop Presentation

CPUC Accessibility Workshop (SB 1376)

May 2, 2019

Uber

## Agenda

**01** Establishment of Geographic Areas

**02** Access Fund Fee

**03** Criteria for TNC Remittance Offsets

# Establishment of Geographic Areas:

## How should WAV demand be evaluated?

### US Census Data<sup>1</sup>

LA + SF Uber areas include 45% of all California residents with Ambulatory Disability<sup>2</sup> and 80% of existing TNC demand

### TNC Data

TNC WAV data will grow and become more useful as the program expands

### Municipal Data

Collection of accurate municipal wheelchair accessible request and trip count data to inform supply and demand

<sup>1</sup> Source: U.S. Census Bureau, 2013-2017 American Community Survey (ACS) 5-Year Estimates

<sup>2</sup> In the ACS, Ambulatory Disability is defined as individuals who responded "yes" when asked if they had "serious difficulty walking or climbing stairs."

# Establishment of Geographic Areas:

Should geo areas be municipal, regional, or at another level?

## Regional

Municipal granularity is operationally difficult due to cross-county supply and demand (both for TNCs and the CPUC)

## LA or SF “Area”

Limiting the geographic area will allow the CPUC to learn about programs before implementing more broadly

## Foster Innovation

By learning from implementation in the initial areas, we can scale programs that work

# Access Fund Fee:

What is the appropriate per-trip fee amount?

**\$0.05 per trip\***

## No Comparable Baseline

Other jurisdictions are not applicable. Paratransit costs are not a comparable measure

## Rider Price Impact

Want to avoid overburdening riders who are low-income, fixed income, or individuals with disabilities

## Understand Distribution Methods

The CPUC to understand the most effective programs to distribute the funds before enacting a higher fee

\*"SB 1376 - (B) (i) The commission shall require each TNC by July 1, 2019, to pay on a quarterly basis to the commission an amount equivalent to, at minimum, 0.05 dollars (\$0.05) for each TNC trip completed [...]"

# **Access Fund Fee:**

**How should the fee be presented to consumers?**

## **Standard Language + Receipt Presentation**

All TNCs charging riders this fee should use the same language and presentation:  
Recommended “*CA Accessibility Surcharge*” as a separate line item in the receipt

# Criteria for TNC Remittance Offsets:

Offset Timing, “Improved Level of Service”, “Reasonable” Response Times, Other Criteria

## Early Innovation

Allowing for offsets in the first quarter will incentivize early investments to enable improved access to WAV on TNCs

## Encourage Innovation

“Improved level of service” and “reasonable” response times should be realistic and attainable to incentivize innovation

## TNC App + Direct Investments

WAV trips to be requested and completed within the TNC application

Report detailing direct investments made to increased access to WAVs

# Thank You

Uber